SOME FURTHER DETAILS AS TO 24 HOUR RACING.

How Edge's Record Was Accomplished Four Years Ago -Chances Are That It Could Be Soundly Beaten To-day Election at the A. C. A.-Gossip.

The comparison of the Fiat's recent twenty-four hour race performance with the mark established by the Napier on Brooklands track naturally has caused some research into the motor annals of 1907 to see what were the particulars of the feat done by S. F. Edge, S. F. standing for Sure Facts, Aleck Schwalbach says. What Mr. Edge did in 1007, it should be remembered, has not been attempted since over there. His car covered 1,581 miles 1,210 yards in the

wenty-four hours.

The improvement in automobiles and in driving methods, although Mr. Edge was and is an expert, make it just about certain that a far better performance could be done now. Mr. Edge himself said after the trial was over: "Before we see the finish of Brooklands track I think, even in quite a short time if the management desire it, I will guarantee to put three cars on the track that will average 100 miles an hour for twenty-four hours." If Mr. Edge was sure four years ago, it is a certainty that e ought to be even surer nowadays.

The Brooklands performance was not

a run of one car all alone: it was not a race either. There were two other Napiers on the track. They started at the same time with the other car and were handled by pairs of drivers who took turns. Mr. Edge drove his car throughout the twenty-four hours all by himself, although he carried a mechanician.

The Napiers were all six cylinder so horse. power touring cars. It must be remembered that the Fia: 45 horse-power machine and the Cadillac 30, which were first and second at Los Angeles in the recent race. are both four cylinder cars.

Mr. Edge didn't let tire troubles bothe

Instead of replacing shoes he made use of Rudge-Whitworth wire wheels and whenever tires needed replacement wheels and all were shifted. All told in the course of the twenty-four hours it was necessary to change twenty-four tires, or wheels rather, although these were done in pairs on several occasions, so it did not mean more than twelve separate changes. Three left front tires, seven left back tires, three right front tires and eleven right back wheels were changed.

The Brooklands track was just then new

The cars ran on a strip about fifty feet from the pole, which was measured 2% miles around. Before the contest was over the track was marked by several huge holes, and the cement cracked and broke in many places. The strain of having three machines was too much for the comparatively fresh

setting.
This condition and rain, which lasted through the final hour of the race, were against the very best results. The other cars which ran against the Edge Napier. either as companions or pacemakers, cov-ered good distances too. One of them did 1,538 miles 160 yards and the other 1,521

The time Mr. Edge lost in changing wheels could not have amounted to more than thirty minutes at the outside, so that as far as the Fiat's case of having no tire trouble they were pretty much alike. To say thirty minutes is to give a figure so far "outside that probably it is erring about 50 per cent. The chief contrast between the two runs—

the Fiat's and the Napier's—is not so much in the difference in horse-power of the machines, but in the fact that one man alone drove the Napier, while a pair handled the Fiat. The strain on Edge must have been great, and in spite of it he was able to drive away not long after the tryout in a touring car. He subsisted on steady feeding throughout the trial and whenever he had a chance lay down and rested.

The only mechanical trouble his car suffered was when a front spring, because of the condition of the track, broke near the end of the contest. When it is recalled that all this running was done four years ago, it is too bad that some one doesn't come out now with a modern high powered car at Brooklands and see what can be done in the way of setting a 2,400 mile record. chines, but in the fact that one man alone

The annual meeting of the Automobile Club of America was held yesterday at the clubhouse. 247 West Fifty-fourth street. There being no opposition, the following ticket was elected.

President, Henry Sanderson: vice-president, George W. Perkins; second vice-president, Robert Lee Morrell; third vice-president, Edward Shearson: treasurer, Dudley Clcott 2d, governors to serve four years from April, 1911, Henry Evans, Henry R. Taylor and Frederick D. Underwood.

Taylor and Frederick D R. laylor and Frederick D. Inderwool governor to serve in place of A. R. Shattuck resigned, until Aprile 1914, George F. Baker, Jr.

Mr. Sanderson, who was reelected president, was unable to be there. He was operated upon a week ago for appendicitis

The Whiting Motor Company of 1802 Broadway has enlarged its territory. Nego-tiations were closed yesterday whereby northern New Jersey was added to the dis-trict wherein the company sells Mercer cars. They have this new territory for 1911 and 1912. The first of the Cunningham torpedoes arrived yesterday. The tun-ningham is another machine the Whiting company sells.

W. M. Colby of Mason City, Ia., president of the company which makes the Colby car, was in town yesterday. He was accompanied by J. C. Campbell, attorney for the company and a director. Mr. Colby visited the local agency in the Ehret Building, which is in charge of A. R. Tator, who also has Peige-Detroits for this district. Mr. Colby is a promoter who was active in Washington State until he settled in lowa.

There are signs of activity in the street repairing line on upper Broadway and in other sections of the city. In the mentime the park and Riverside Drive roads continue to be about as had as loads can be. Perhaps it is what has to be expected in the spring and perhaps motorists are a little, too eager when they expect to have good roads right from the opening of the automobile season.

good roads right from the opening of the automobile season.

"I'll tell you what it makes me feel like sometimes," says a man who likes to ride on smooth roads, "when I get on to one of our patent iouncy roads all full of ridges it makes me feel just like running the car into a telegraph pole and saving. 'All right, dem you, at least you can't jorgle me around the way you have been doing.

"If folks could collect from the city or other authorities for all the damage to aprings, axles, tires, cars and nerves that these bad roads have caused the city would have to issue about three new sets of bonds in a great rush to make up for what it would cost."

The big events in the world of motor racing fill well with cars and drivers of high grade," says A. R. Pardincton, managing director of the National Circuit, but the national motor contest circuit guarantees to a great many meets other than the larger ones a class of competitors, both cars and drivers that could scarcely of therwise be attracted to these events.

"By the very nature of the train that will be run from one city to another on the contest circuit toponotch cars and the best drivers will be seen in every meeting on the track or road where sanctions have been issued for contests under the circuit. In this way the general public will see more and better automobile racing in 1911 than ever before and solely through the agency of what is known as the National Circuit.

The National Motor Contest Circuit works a double benefit, first to the followers of automobile racing and second to those who are contesting.

VICTORY FOR DE PALMA.**

**Italian Wins Great International spanghetti tage was pullest night in the Bridge Club, 105 Park row. The contenders were Earlyn De Palma, Arthur Chevrolet, Louis Distrow and Paul Snutsel. The first three are

Palma, Arthur Chevrolet, Louis Disbrow and Paul Snursel. The first three are automobile race drivers, Disbrow having just come from Jacksonville, where he Postex, April 11. The 72 foot twin serew won the 200 mile race in a Pope-Hartford power cruiser Remlik III. built for Willis 1661 Broadway, near 52d Street Splittorf which Sharpe Kilmer of the New York Yacht Main Office and Garage, 225 W. 49th St. car and made world's locolds English Sharpe Kilmer of the New York Tacht Cub, was launched from the yard of Murray A Treguitha, South Boston, to-day. This is Mr. Kilmer's third boat of the same name.

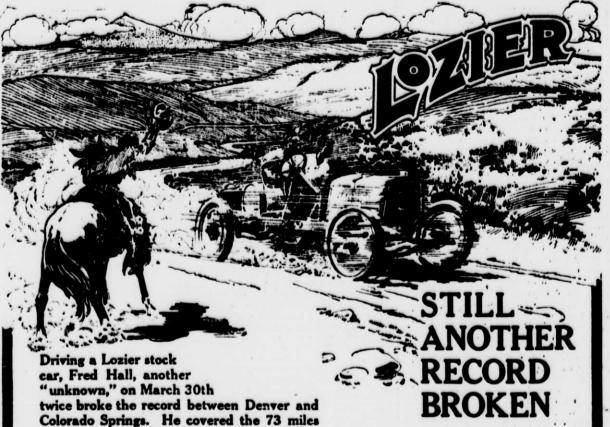
Disbook not long ago Smitsel said be could which is his family name spelled backward, eat more spatietti than the small Long health III was christened by Miss Peth. Islander. Hence the contest be Palma and Chevroict were added starters and they made short work of the field. Since the contest capt George Adams, who will put before he had consumed a plateful command the craft.

The frish American Athletic Club will hold the metropolitan boxing champion as present capt George Adams, who will short in as clubbouse, 110 East Fifty-ninth extreet, on Tuesday and Inureday evenings, heavyweight division.

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES. ;



of mountain road in 1 hr. 43 min., twelve minutes less than the former record made by a 6-cylinder Thomas 70 and which has stood for two years. He then turned around and raced back to Denver in 1 hr., 40 min. and 30 sec., clipping two and one-half minutes off his own phenomenal time. At the end of the run, says a dispatch, the car was still fit to make the race of its life.

Seventeenth Consecutive Victory

This remarkable performance comes right on the heels of the Tetzlaff's victory over De Palma at Los Angeles on March 19th, when he broke all world's competition records from 25 to 100 miles, covering the 100 miles in 1 hour, 14 minutes and 29 seconds—an average speed of 80.71 miles per

Hall's Denver-Colorado Springs double record ran's Denver-Colorado Springs double record run was the seventeenth consecutive event in which Loxier stock cars have won National Championships, defeated great cars and great drivers, or broken records. In not one of these contests has a Loxier car broken down or failed to finish—a record unparalled in the history of automobile con-

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Lozier cars win races and endurance tests even Lozier cars win races and endurance tests even in the hands of beginners at the racing game. Hall had never driven in a race until he broke the Denver-Colorado Springs record. Tetalaff was a nevice who leaped into fame by his victory with a Lesier at Santa Monica. Joe Horan drove his first race at Atlanta, yet he won the \$3000 Grand Prime and broke the 250 mile American record. Mulford won his first race with a Lezier and every succeeding victory has been achieved with a Lozier car.

The power, the strength, the winning qualities are in the cars themselves—the stock care you can buy from the Lozier dealer. The skillful driver merely gives the car a chance to show what it can do.

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